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"Fifth, general subsidence of the ground level took place over a considerable area after this eruption. The island on which the volcano is located subsided and the surrounding lake changed its level. The crater was materially deepened through the removal of material from its floor.

"Sixth, the most significant thing about this eruption is the probability that all its solid ejecta were surface material and the apparent absence even at the seat of volcanic activity of molten lava, which most theories of vulcanism require to account for this type of eruption.

"Seventh, the chief agent of destruction and the main cause of death resulting from the eruption was the explosive expansion of the escaping steam, which was violent owing to its movement and suffocating owing to its heat, its burden of mud, and a content of sulphur dioxide.

GEOGRAPHICAL RECORD

AMERICA

STATE GEOLOGICAL SURVEY OF ILLINOIS. Mr. Frank W. De Wolf, Acting Director, has obliged the Society with the following notes on the progress of the work of the Illinois Geological Survey during the past field season:

Mr. Fred H. Kay, formerly of the U. S. Geological Survey and the Southern Pacific R.R., was added to the force as Assistant State Geologist on July 1. He will especially work on a cooperative study of the mining industry, the other parties being the U. S. Bureau of Mines and the Mining Department of the University of Illinois.

Mr. R. S. Blatchley continued office work on a report on the Eastern Illinois Oil Field. This field produces in the neighborhood of 30,000,000 barrels annually. Mr. G. H. Cady and Prof. U. S. Grant of the Northwestern University were associated on a survey of quadrangles along the Illinois River in the vicinity of LaSalle. These include the section reaching from the Lower Magnesian limestone to the upper part of the Carboniferous and also two or more glacial drifts.

Prof. J. A. Udden of Augustana College, at Rock Island, made a geological survey of a quadrangle at that place. Similarly Prof. T. E. Savage finished work on the Canton Quadrangle in Fulton County.

Prof. Stuart Weller completed a very interesting survey along the Mississippi River, Monroe Co., where exposures occur from the Trenton up to and including the coal measures. The region is considerably folded and faulted and has been sufficiently eroded to offer excellent exposures. It is probably the most interesting region so far examined by members of the Survey.

Mr. E. W. Shaw of the U. S. Geological Survey continued co-operative work in Illinois and surveyed three quadrangles. The work includes the Carlyle Oil Field on which significant information was obtained.

A new map of Illinois will be issued in a few weeks. It is published by the United States and State Geological Surveys in cooperation on a scale of approximately eight miles to the inch, as a unit in the new world map on the millionth scale. As published by the State, it shows drainage, railroads, county and township lines, and the altitude of various towns. It is the first map of the State to show approximately the correct latitude and longitude for all places. It will serve as a base for the new geological map, but meantime will be distributed as a general-purpose map.

Mr. De Wolf has personally been busy with the preparation of manuscript and direction of the work of field men.

EARLY DUTCH IMMIGRATION TO THE UNITED STATES. The following facts illustrate geographical influence upon the selection of new homes. The years 1846 and 1847 saw the founding of prosperous Dutch colonies in our Middle West. The Rev. H. P. Scholte came in advance of a party of 800 Dutch farmers who sailed for this country in 1847, in order to select suitable lands for them. His pamphlet containing the history of this movement has been translated from the Dutch and appears under the title "Coming of the Hollanders to Iowa" (*The Iowa Journal of History and Politics,* The State Historical Society of Iowa, Vol. IX, 1911, pp. 528-574, Iowa City. The colony settled on prairie lands about fifteen miles southwest of Des Moines, Iowa, after Mr. Scholte had visited Michigan where he found nearly all the land covered with timber. He wrote that to the farmer who had spent most of his life in the level hay lands and fields of Holland, the battle with trees and the constant view of stumps in the midst of meadows and cultivated fields would not be agreeable. The virgin forests were cool and there was pleasure in hearing the warble of birds, but the Hollanders would much prefer to buy soils more suitable for farms and easier to cultivate. The Dutch farmers whom he represented were especially eager to possess pastures and milk cows as in Holland and to use plow and harrow on the land and they were not at all inclined to prefer ax to spade or to become dealers in wood.

POPULATION OF CANADA. Press despatches from Ottawa report that the population of the Dominion according to a preliminary statement based on the census of June, 1911, is about 7,150,000. The census of 1901 showed a population of about 5,370,000. The present totals by provinces are, in round numbers: Prince Edward Island, 94,000; Nova Scotia, 462,000, New Brunswick, 352,000; Quebec, 2,000,000; Ontario, 2,520,000; Manitoba, 455,000; Saskatchewan, 454,000; Alberta, 373,000; British Columbia, 363,000; North-West Territories (exclusive of Yukon), 10,000 [?] (20,000 in 1901). These figures represent an increase, in ten years, of 518 per cent. for Alberta, 504 per cent. for Saskatchewan, 203 per cent. for British Columbia and 178 per cent. for Manitoba, and, in five years, of 202 per cent. for Alberta, 177 per cent. for Saskatchewan and 124 per cent. for Manitoba. The population of Montreal is 466,000, and of Toronto 376,000. Winnipeg has grown from 42,000 to 135,000 in a decade.

W. L. G. J.

PROGRESS OF THE GRAND TRUNK PACIFIC R.R. The President of this railroad predicts that it will be completed from the Atlantic to the Pacific in 1914—fully a year earlier than hitherto allowed. From Winnipeg to Edmonton 95 per cent.

of the territory traversed by the line is said to be good wheat-growing, mixed farming land, and for 150 miles west of Edmonton there is excellent land. Great progress has been made with the line running through the clay belt of Northern Ontario, where again on both sides of the line good farming land prevails. The Grand Trunk Pacific will be able to assist materially the movement of the western crop this year, and the company, which has immense elevators at Fort William, expects to carry at least 12,000,000 bushels of wheat to the head of the Great Lakes. Unlike other trans-continental lines which at the outset were content with pioneer lines, which had to be rebuilt as the traffic grew, the Grand Trunk has constructed from the outset a permanent road-bed. (*United Empire,* Vol. II, 1911, p. 660.)

AFRICA

THE HEIGHT OF RUWENZORI. Capt. E. O. Henrici, R.E., communicated a paper at the meeting of the British Association in Portsmouth on the height of this range in Central Africa. The data upon which the computation was based were obtained by Capt. Jack in the course of observations made during geodetic work in Africa. The initial mark with reference to which the heights were determined was the station peg at Lake Albert Station. The position of the highest point of the range was determined as 0°23'10" N. Lat. and 29°52'15" E. Long. The calculations give the height of this point as 16,801.3 feet with a probable error of ± 5.3 feet. The height from the best trigonometrical data obtained up to March 1907 was 16,619 feet; height as determined barometrically by the Duke of the Abruzzi, 16,814 feet.

MEMORIAL TO MUNGO PARK AND RICHARD LANDER. It is proposed to erect a memorial to Mungo Park and Richard Lander. A committee has been formed consisting of Lord Curzon, Sir George T. Goldie, Lord Scarbrough, Major Leonard Darwin, Sir Walter Egerton, and Sir Hesketh Ball to take the necessary steps to secure funds for this purpose. Both explorers have been honored in their native towns of Selkirk and Truro, but no record of any kind exists in the land to which their lives were consecrated and sacrificed. In appealing for support, the committee remarks: "As the main object of their travels was to discover where the Niger joined the ocean, the most suitable site would seem to be its principal ocean port. It is therefore proposed to erect an obelisk of similar design and dimensions to Cleopatra's Needle on a projecting point of land at Forcados, Southern Nigeria, where it would both attract general attention and serve as a landmark to vessels approaching the port. The total cost is estimated at £2,000, exclusive of the foundations, which it is understood will be undertaken by the Government of Southern Nigeria." Donations may be sent to the honorary treasurer of the fund, Dr. J. Scott Keltie, 1 Savile Row, London. (*Nature,* Vol. 87, 1911, p. 456.)

CYCLONES, SUGAR CANE AND INSURANCE. The sugar crop of the island of Mauritius is liable to serious injury by the violent tropical cyclones which occasionally reach that locality. In the study of these cyclones, the late Charles Meldrum spent many years of his life, and the results which he obtained contributed very greatly to our knowledge of the "law of storms." In "The Sugar Industry of Mauritius: a Study in Correlation, Including a Scheme of Insurance of the Cane Crop against Damage by Cyclones" (London, 1910), A. Walter has worked out, in minute detail, a formula whence the total effect of the temperature, rainfall and wind upon the sugar crop may be deduced. It is suggested that this formula be used as a basis for determining the loss due to a cyclone, and that it be applied practically for insurance purposes. The crop yield of 1908, predicted by means of the formula, proved correct within 3%.

R. DeC. Ward.

EUROPE

The Geographical Excursion from Wales to Italy. The Davis party in West Europe this summer saw peneplains in Devon, Cornwall and Brittany. At the western edge of the Central Plateau Professor Demangeon of Lille showed them fine interlacing land surfaces of the Limousin and Brive cycles, older and younger, above and below, with the plateau of Mil Vaches above, either a more resistant portion or a peneplain fragment of still earlier age. Within the Central Plateau, lava flows of miocene age lay in Limousin valleys and serve to date the cycle. There were also subdued glaciated mountains in Wales to study, and in Cornwall, Devon and Brittany sea coasts that showed signs enough of retreat at first glance but when the question was fairly put—how much?—confessed to but little. Jersey seemed to afford the widest marine bench at Le Hocq, with a width of barely three miles. Then there was endless vulcanism in the Central plateau, more peneplains and a new geographic term in the Morvan. The Jura must be described less simply than was the custom. Crests of anticlines have been planed off in places, as at the Cluse of St. Sulpice, in a way that strongly suggests a surface of an earlier cycle, perhaps the Limousin. In the mountains about Napf were observed singular similarities to Colorado Canyon topography in structural rock terraces along the valley sides, in spite of the climatic contrasts.

The amiability of our guides put us everywhere in touch with the people. The immediate response of building and especially roofing materials to the country rock was very striking, above all in the more modest structures. Pronounced cleavage in the rock yields veritable boards of rock used in building and fencing, alike in the slates of Welsh Bethesda and the schists of Italian-Swiss Biasca. In the Central Plateau where wood was formerly more abundant, a few old houses have roofs of shingles.

As far as the Alps the party enjoyed superb open weather, and the walk up the Häslital was all the finer for the snow mantle cast on the summits by the rain that closed the week before in the mountains north of the Alps. The weather on the Italian side was impracticable after the first two days. About thirty persons took part in the expedition, ten French, six English, five Germans, two each from Switzerland, Italy and America and one each from Norway, Japan, Servia and Russian Poland. Among the best known names were Marr, Chisholm, Strahan, Gallois, Glangeaud, Helland, Demangeon, Vacher and Denis.

The party changed somewhat from day to day, never having less than five members and rarely more than ten. Only Professor Davis, Messrs. Praesent and Waldbaur and the writer made the whole journey, which was as enjoyable socially as geographically. An interesting but by no means typical event was a course breakfast on the summit of Puy Sancy just before which Professor Helland was able to inform Professor Davis that the latter had just been honored with the doctorate of the University of Christiania. Mark Jefferson.

LIGHTNING STROKES AND TELEPHONES. In a recent investigation of the question whether or not damage by lightning is increasing in Prussia, K. Langbeck concludes that the decrease which he finds well marked during the past few years in cities is due to the great extension of overhead telephone wires. The removal of the overhead wires into underground conduits will, the author believes, be followed by an increase in lightning damage (*Met. Zeitschrift,* July, 1911). R. DEC. WARD.

POLAR

DISAPPEARANCE OF THE ANCIENT ICELANDIC COLONY OF GREENLAND. The problem as to what became of the Icelandic colony which disappeared from Greenland in the fifteenth century, the solution of which may be materially advanced by the discovery of European-looking people on the south coast of Victoria Island (69° N. and 115° W.) by V. Stefánsson, as reported in the *Bulletin* for October (Vol. 43, pp. 771-772) is ably dealt with in a paper translated from the Danish and published in the *Deutsche Rundschau für Geographie* (Vol. 33, 1911, pp. 497-507, by Dr. G. Meldorf, late physician of the District of Julianehaab. A comprehensive survey of the literature of the subject and a consideration of all the factors involved lead Dr. Meldorf to conclude that the members of the colony were not massacred by the Eskimos, as sometimes suggested.

He says that for eighty years pirates of the Atlantic (Russian, English and others) put an end to all intercourse between Scandinavia and her colonies. Pirates ravaged the coast towns of Norway between 1393 and 1429, among their exploits being the burning of the port of Bergen and the massacre of its inhabitants. Two generations elapsed before Norwegian vessels again ventured to visit Iceland, Greenland, or even the Faroe and Orkney Islands. Meanwhile, according to Dr. Meldorf's deductions from the information he has collected, European pirates descended upon Greenland, killed many of the colonists and made away with much of their property. He quotes from G. Holm and Daniel Brunn to show that they share his view that although most of the colonists were murdered by pirates a remnant of them escaped to the Eskimos further north, were received into their families and taught the Eskimo arts of hunting and of living without the agriculture which they had practiced in their South Greenland homes; and so, perhaps, some hundreds of these colonists became merged with the natives, introducing a strain of white blood among a section of the Eskimos.

CAPT. BERNIER'S RETURN FROM THE ARCTIC. Capt. Bernier, in command of the Canadian Government steamer *Arctic,* arrived at Quebec on Sept. 29 upon his return from his voyage to the far north. He reached a point within twenty-five miles of the Banks Land entrance to the Northwest Passage, at 74°29′ N. lat., 116° W. long. He found the ice conditions so bad that he was unable to attempt to reach the Pacific by that route. The expedition surveyed the 300 miles of unexplored coast from Cape Kater to Fury and Hecla Straits.

MORE NEWS FROM STEFÁNSSON. The American Museum of Natural History has received a letter from Mr. Stefánsson supplementing the information which he sent to this Society in letters dated from Oct. 20, 1910, to Jan. 21, 1911. (*Bull.* Oct., pp. 771-775). By March last sufficient food had been obtained by Stefánsson and Anderson for the two white men, two Eskimos and seven dogs on their 250 mile journey from the Dease River to Coronation Gulf. Their route lay up the Dease River Valley, the west end of Dismal Lake and then above the Lake to its east end, thence overland to the Coppermine River and down it to Bloody Falls, whence they crossed overland to the sea near the mouth of Richardson River. They found the ice rough on the Coppermine River and very difficult for sledging. Coronation Gulf was found to contain at least three or four times as many islands as the chart indicated. Driftwood for camp fires was found on the islands, but very little on the main land east of the Coppermine River. In their search for Eskimos the explorers followed the chain of islands eastward, observing the country with field glasses for snow villages. They finally discovered two Eskimo villages near the middle of Coronation Gulf and north of the mouth of Tree River. Each village contained about eighty inhabitants. With the exception of one man who had visited Dismal Lake no person in the village had ever seen a white man. The grandfathers of two of the natives, however, had seen white men or Indians at one time on the lower Coppermine. It was Stefánsson's plan to start late in April to visit all the Eskimos living on the coast of Victoria Land. Dr. Anderson expected to spend the past summer collecting along the shores of Coronation Gulf and Victoria Land and to bring his trophies out by schooner in August.

DR. MAWSON'S ANTARCTIC EXPEDITION. The *Geographical Journal* (October, 1911), says the total contributions of the Australian government to Dr. Mawson's Antarctic Expedition amount to $110,000. The Royal Geographical Society gave $10,000. The total funds about Nov. 1 were $215,000. The expedition was expected to sail for Wilkes Land about Nov. 27.

Dr. Mawson's ship the *Aurora* is 165 feet long, 30 feet broad, with a depth of 18 feet and gross register of 580 tons. She is fitted with a compound engine of 98 nominal horse power and is capable of a speed of nine knots an hour. Under steam she consumes eleven tons of coal a day. For Antarctic sailing purposes her rig has been altered from that of a schooner to that of a barkantine. Her aft has been remodelled to serve the requirements of the large scientific staff she will carry from Hobart. Most of the staff will join the expedition in Australia, the only members that sailed from England on the *Aurora,* besides the ship's officers, being Dr. Mertz, a Swiss zoologist who is an experienced mountaineer, and Lieut. Ninnis who will take part in the survey work. A valuable equipment for magnetic work has been loaned by the Carnegie Institution. The *Aurora* carried from England forty-eight Greenland dogs and a large number of Norwegian built sledges, as well as the bulk of the stores and food supplies for the three parties which it is hoped to land between Cape Adare and the Gaussberg.

PERSONAL

Dr. C. Willard Hayes, Chief Geologist of the U. S. Geological Survey, has retired to engage in technological work in Mexico. He will be succeeded as Chief Geologist by Mr. Waldemar Lindgren who has been connected with the U. S. Geological Survey since 1894. He is author of some fifty Reports published by the Survey.

OBITUARY

DR. DON FLORENTINO AMEGHINO. La Sociedad Cientifica Argentina announces the death of Dr. Don Florentino Ameghino, Director of the National Museum at Buenos Aires on Aug. 6, 1911.

GENERAL

The Geographical Congress postponed. A cable despatch received by the Society on Sept. 23 announced that the Tenth International Geographical Congress which was to have been held in Rome on Oct. 15-22 had been postponed until the spring of 1912. The despatch was signed by the Marquis Raffaele Cappelli, President of the Congress and of the Italian Geographical Society.

Excursions of the Geographical Society of Chicago. A feature of the work of this society is the excursions planned for its members by a special committee. In addition to excursions regularly provided by the committee, special excursions of an educational nature are undertaken upon written request of not less than ten members. Among the excursions planned for this fall are those to Warren's Woods, Three Oaks, Michigan, at the height of autumnal coloration; to Rock River, a trip of great interest from the standpoint of scenery and physiography; and two field excursions, one to the dune region of northern Indiana and one to the morainic region in northeastern Illinois.

Maps for Airships. In the Geography section of the British Association at its recent meeting a discussion was introduced by Mr. C. Lallemand, President of the French Association for the Advancement of Science, who described the resolutions recently adopted at his suggestion by the permanent Committee for Aerial Navigation of the Public Works Department of the French Government on the subject of the production of an international air map and the establishment of marks required by airmen. Many opinions upon the features to be included and eliminated were expressed, and the importance of cooperation between the cartographer and the airman was emphasized. Mr. Lallemand pointed out that if other countries followed the example of France, international agreements would be necessary to fix conventional signs for the map and other details, and the President of the Section expressed the view that, while much more experiment was necessary before unanimity could be arrived at, there was a tendency to agree on main lines.